

ATTACHMENT 2

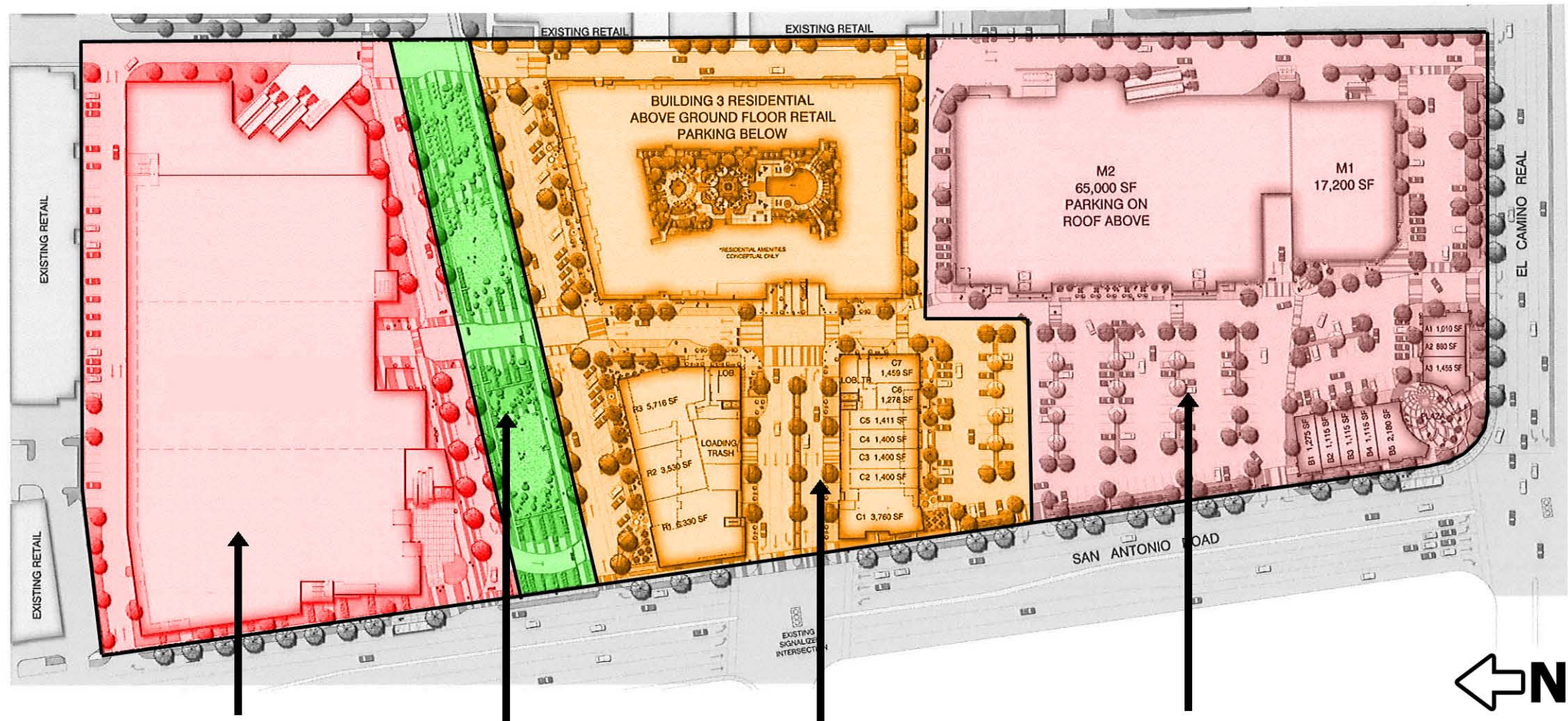
MASTER CIRCULATION DIAGRAM

To be presented at the City Council hearing.

Attachment 3

Merlone Geier Parcels

(staff exhibit)



Major Retailer
Parcel
5.2 acres

Hetch-Hetchy
Parcel
1.1 acres


Mixed-Use Retail/
Residential Parcel
5.5 acres

Market/Grocery
Retail Parcel
5.6 acres

(staff exhibit)



LEGEND

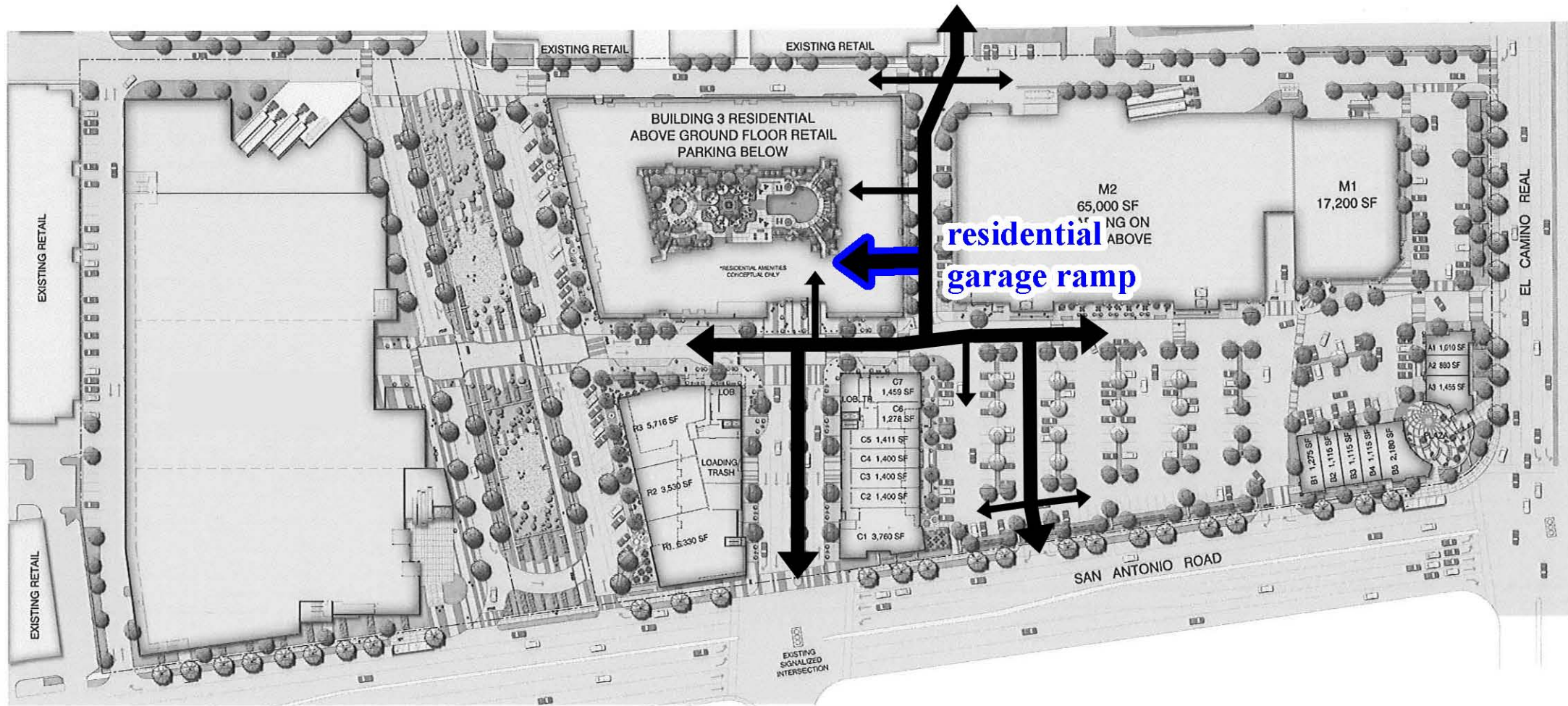
- Complete Sidewalks
 Missing Sidewalks



Attachment 5

Simplify Circulation Network

(staff exhibit)



- * Concentrated area with several turning movements.
- * All residential traffic must make multiple turning movements to access garage



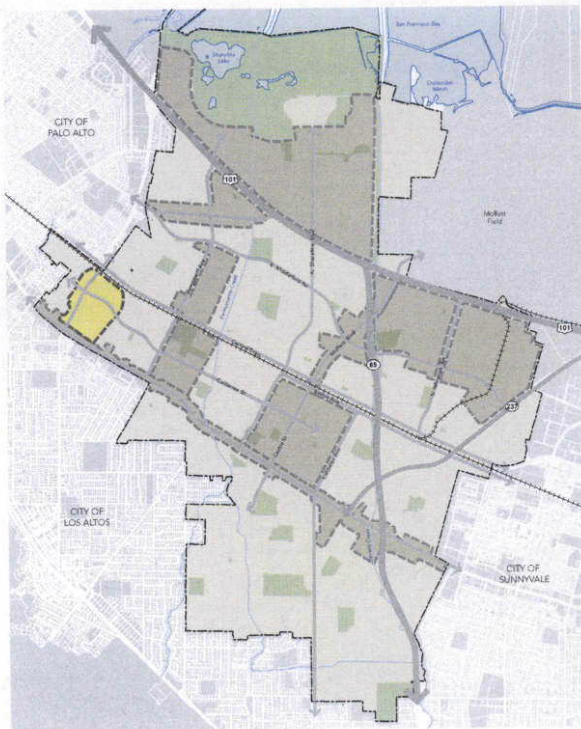
A. SAN ANTONIO AREA

Located at the western end of El Camino Real, the San Antonio Area primarily consists of a shopping center that was built in the 1950s and 60s that has experienced incremental new development and redevelopment over the years. San Antonio Center serves as a shopping destination for residents of Mountain View and the adjacent cities of Los Altos and Palo Alto. The area is bounded by the Caltrain tracks to the north, El Camino Real to the south, Showers Drive to the east, and extends approximately one parcel deep off of San Antonio Road on the west.

Existing Conditions

The focus area is comprised primarily of the San Antonio Shopping Center, a transit-oriented housing development called The Crossings, and some office and minor retail uses. A key feature of this focus area is the San Antonio Caltrain station.

The San Antonio Shopping Center is a regional shopping destination originally designed as an auto-oriented shopping destination, and is composed of large single-story retail stores surrounded by large parking lots. The current uses in the shopping center are primarily big-box retail, such as a Wal-Mart, Mervyn's and Sears; some grocery stores, such as Trader Joe's, a small fruit and vegetable market, and a Latino-oriented



San Antonio Area.

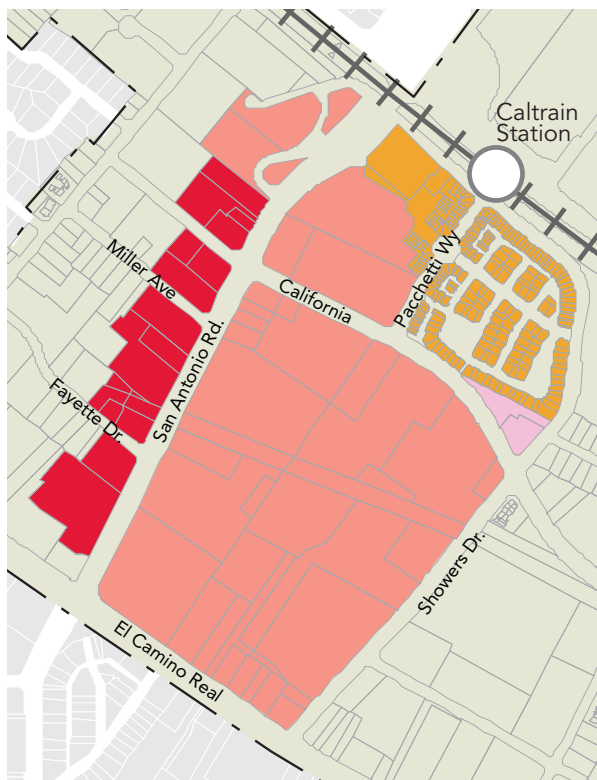


Existing conditions in the San Antonio Area.

grocery store; and small retail and fast food offerings. The center struggles to compete with newer malls and shopping centers in surrounding cities, such as the Stanford Shopping Center and Santana Row.

Adjacent to the Caltrain station, The Crossings is a redevelopment of the Old Mill Shopping Center. It includes townhomes, rowhouses, apartments, small single-family homes, and a few minor retail establishments.

The west side of San Antonio Road is lined with a bank, gas stations, and some small offices and retail uses.



Current General Plan land use in the San Antonio Area.

Current General Plan Land Uses

The following land use designations are allowed within the San Antonio Area under the current General Plan. Key points and development standards, such as floor area ratio (FAR), are also listed. FARs are determined by dividing the total building area by the parcel area and provide a measure of the allowable intensity of development for each type of land use.

Regional Commercial

- Provides a wider range of merchandise than available elsewhere in the city.
- Requires a broader customer base.
- Businesses include clothing stores, department stores, appliance stores, restaurants, offices, residential projects, and other similar uses.
- Average FAR: 0.50.

Medium-Density Residential

- Small-lot, single-family, townhouses, apartments, and condominiums.
- Open space areas for private and common use.
- Density: 13 to 25 units per acre.

Neighborhood Commercial

- Convenience shopping for surrounding neighborhoods.
- Not intended for uses that attract traffic from outside areas.
- Retail and business services, such as grocery stores, cleaners, restaurants and beauty salons are allowed.
- Average FAR is 0.35.

Linear Commercial/Residential

- A broad range of commercial, office and residential uses located along major arterials.
- Businesses serve the local population and provide services and goods to visitors.
- Hotels, car sales, restaurants, offices, housing and similar uses.
- Average FAR is 0.35 and residential density is 43 units per acre maximum.

Capacity for Change

The primary opportunities for improvements and change in the San Antonio Area are within the shopping center and along San Antonio Road. The shopping center is currently underutilized and can be reconfigured to better meet the needs and vision of the community. The parking lots serve as significant opportunities for new development. Many of the existing buildings are aging and could potentially be replaced with new buildings and uses. Parcels along San Antonio Road also can be improved with buildings and uses that contribute to the area and serve the surrounding community. San Antonio Road is currently a wide and fast-moving arterial, and can benefit from streetscape improvements that calm traffic and provide a more inviting pedestrian environment such as landscaping and street furniture. The Hetch-Hetchy right-of-way that extends through the San Antonio Shopping Center is a limiting factor to enhancing this area, but may also provide an opportunity for a unique addition to the area. Furthermore, the San Antonio Area comprises multiple parcels with different property owners, which may be a barrier to change.

Land Uses to be Explored

The following land uses were identified through the community visioning process as potential land uses to be explored for the San Antonio Area during the upcoming General Plan Update.

Open Space

- Incorporate smaller public open spaces, such as pocket parks and plazas that can vary in character and function while providing recreation and open space opportunities.
- Provide substantial new public open space to serve as an amenity to local residents and visitors.

Retail

- Continue to include commercial retail uses that serve the surrounding region, such as specialty and department stores, while also serving local residents with uses such as a hardware or grocery store.
- Maintain San Antonio Center's position as a regional destination for retail.
- Reconfigure and enhance the shopping center to relate better to San Antonio Road and El Camino Real.

Mixed-Use Residential

- Allow for neighborhood-serving mixed-use residential development to occur in the focus area.
- Include retail uses on the ground floor to serve residents and visitors.
- Incorporate residential uses on upper floors to bring more activity and people to the focus area during the evenings and weekends.
- Consolidate parking and consider lowering parking requirements due to proximity to transit.
- Include housing that is affordable for all income levels.

Mixed-Use Commercial/Office

- Incorporate retail and office uses that serve the local community, generate activity during the day, and provide employment opportunities for the area.
- Model new development on successful examples of regional mixed-use centers that incorporate retail and office and integrate with surrounding neighborhoods.

High-Density Residential

- Include additional land uses that community members expressed interest in seeing in the San Antonio Area were live/work and community/public uses.
- Build on the successful example of TOD at San Antonio Station, The Crossings development.
- Include housing that is affordable for multiple income levels.
- Maximize proximity to the San Antonio transit station with medium- to high-density residential.
- Respond to the larger scale of the regional commercial mixed-use development with similarly scaled residential development.

Character of Development

Community members expressed an interest in maintaining the San Antonio Area as a regional shopping destination while enhancing the focus area to provide services, housing, and employment opportunities for local residents. Many participants cited Santana Row in San Jose as an example of potential change for the area. Plazas, open spaces, and other amenities can be added to attract pedestrians and to provide family-friendly places for children to play. New streets through the San Antonio Shopping Center can support community goals of walkability and access in the area, as well as provide easy and efficient routes to the transit station. These public spaces can serve as gathering places for residents, shoppers, and employees alike. Alternative parking options to surface lots, such as structured and underground parking, can be developed to free up existing parking lots for other uses.



Community members expressed a strong interest in mixed-use development with upper floors of commercial and office.



Outdoor public plazas would provide a gathering place for visitors and area residents.

Fronting the street with welcoming storefronts and mixed-use and residential development can also contribute to an engaging and interesting pedestrian experience. New development can provide a strong building edge to both San Antonio Road and El Camino Real, making a safer and more pedestrian-friendly environment. New buildings with large windows, multiple entrances along sidewalks, and pedestrian pathways can help activate the center and enhance its role as a destination. The mixture of uses and open spaces can contribute to the development of this focus area as an activity node in the city.

Based upon community input, the following “before and after” photo-simulations illustrate potential changes for the San Antonio Area. Alternative I presents a low-intensity development opportunity and Alternative II illustrates a higher-intensity development opportunity on San Antonio Road at El Camino.



Before - San Antonio Road at El Camino Real.



After (Alternative I) - San Antonio Road at El Camino Real with improvements including regional-oriented mixed-use development two to three stories in height, streetscape improvements, and gateway signage to the center.



After (Alternative II) - San Antonio Road at El Camino Real with streetscape improvements and gateway signage improvements illustrated in the previous simulation, as well as higher intensity mixed-use development. These three- to four-story mixed-use developments have stepbacks on the upper floors and ground floor regional retail.

REFERENCE LIST OF RECOMMENDATIONS

Vision for the San Antonio Center

1. **Type of Shopping Center:** Decide if the combination of uses and activities proposed by Merlone Geier is consistent with the City's vision.
2. **Character of Development:** Decide if the general location of buildings and how they relate to the streets are consistent with the City vision.

Project Issues

3. **Complete Main Street:** Request that Merlone Geier continue to improve the pedestrian environment on the north side of Main Street through pedestrian-oriented storefronts, wide sidewalks and/or on-street parking to the maximum extent possible.
4. **Complete the Grid:** Request that Merlone Geier complete the street grid network with sidewalks and tree-lined streets through the site.
5. **Improved Vehicular Circulation:** Request that Merlone Geier continue to simplify the circulation network between the Mixed-Use Parcel and the Market/Grocery Parcel and improve resident's vehicular access to the underground garage.
6. **Corner Building Storefronts:** Request that Merlone Geier continue to explore methods to provide storefronts as possible for the corner buildings.
7. **Rite Aid Frontage:** Accept the Rite Aid parking lot based on improvements to the street-facing elevation.
8. **San Antonio Road Frontage:** Request that Merlone Geier continue to explore ways to increase the building presence and narrow the width of the parking lot along San Antonio Road.
9. **Fayette Drive Streetscape:** Request that Merlone Geier continue to improve the visual appearance and pedestrian experience along the Fayette Drive driveway.
10. **Major Retailer Parcel Frontage:** Request that Merlone Geier provide pedestrian-interest or opportunities for activity along the San Antonio Road frontage.
11. **Special Places:** Request that Merlone Geier continue to refine the public spaces to provide for various gathering opportunities within the project.

PROJECT SCHEDULE

Upcoming public meetings include:

- **September 2010** – Development Review Committee (DRC) – architectural review of project. Additional DRC meetings are anticipated from October 2010 through February 2011. Each meeting will be separately noticed.
- **November 17, 2010** – Environmental Planning Commission (EPC) study session to introduce the project and Precise Plan Amendments.
- **November 17, 2010** – Estimated date that the Draft EIR will be available for public review.
- **December 1, 2010** – EPC hearing on the Draft EIR.
- **February 2011** – Final DRC meeting.
- **March 6, 2011** – Distribution of the Final EIR.
- **March 16, 2011** – EPC hearing on the Precise Plan and Final EIR.
- **March 23, 2011** – Administrative Zoning hearing on the project and Final EIR.
- **April 12, 2011** – City Council hearing on the Precise Plan, Project and Final EIR.